



MINUTES

CMAQ Project Selection Committee

Thursday, December 18, 2014 2:00 p.m.
CMAP Offices

Committee Members Present: Chris Snyder, Chair (Counties), Ross Patronsky (CMAP), Mark Pitstick (RTA), Keith Privett (CDOT), William Rodeghier (Council of Mayors), Mike Rogers (IEPA), Chris Schmidt (IDOT)

Staff Present: Randy Blankenhorn, Jill Leary, Patricia Berry, Claire Bozic, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Russell Pietrowiak

Others Present: Jennifer Becker, Bruce Carmitchel, Bruce Christensen, Michael Connelly, Wally Dittrich, John Donovan, Janell Jensen, Brian Pigeon, Tom Radak (via phone), Tom Rickert, Lee Rivera, Herbert Smith, Brian Stepp, Heather Tabbert, Mike Walczak, Tom Weaver, Michael Weiser

1.0 Call to Order

Committee Chairman Patronsky called the meeting to order at 2:00 p.m.

2.0 Agenda Changes and Announcements

Chairman Patronsky stated that agenda item 4.3 would be moved ahead of item 4.2.

3.0 Approval of Minutes – October 23, 2014

On a motion by President Rodeghier and a second by Mr. Pitstick, the minutes of the October 23, 2014 meeting were approved as presented.

4.0 Program Monitoring

4.1 Programming Project Status Sheets

Ms. Dobbs reported that the recurring reports on the programming status of active and deferred projects and the line item changes since the last meeting of the Project Selection Committee were included in the meeting packet.

4.2 Obligation Goal

Ms. Dobbs reported that the Programming Summary and Obligation Goals table shows that the region has already authorized \$63.8 million, which is 40% of the FFY 2015 obligation goal. She noted that when accounting for the current year's program and past years' balances, the region is over-programmed by over \$48 million and if deferred projects that are not yet reinstated are added to that, the over-programmed amount is nearly \$75 million.

Ms. Dobbs said that, as reported at the committee's last meeting, the region started FFY 2014 with \$216 million programmed and ended the year having obligated about 64% of that due to changing status of line items throughout the year. She noted that the over-programming is not a concern at this time, except for the effect it has on fiscal constraint in the TIP. In response to a question from Mr. Pitstick, Ms. Dobbs explained that for the purpose of the obligation goal tracking, the committee looks at the overall program and current year programmed amounts include all past balances from incomplete projects, which total over \$27 million. She added that the TIP is a single year snapshot of programming, and that past years' balances remain in those past years and authorizations against them are accounted for in the end of year carryover amounts (typically in October). In response to a question from Mr. Privett, Ms. Dobbs explained that in reading the obligation goals table, the programmed amount of \$157 million, added to the already authorized amount of \$64 million, is what exceeds the goal of \$162 million.

4.3 Transit Quarterly Updates

Ms. Dixon reported that the memo summarizing transit agency and CDOT progress on expending funds obligated within FTA grants shows that approximately one third of the authorized funds have been expended to date. Only five of forty-seven projects were not underway as of September 30. She noted that staff will be working with sponsors to identify the final close-out of FTA grants. Per the recommendations of the recent federal certification review, staff will be working with sponsors, the FTA, IDOT, and FHWA to take back remaining balances for use on future projects. In response to questions from Mr. Snyder, Mr. Patronskey explained that in the past, CMAQ balances left in FTA grants were returned to Washington, not to the region and that only recently FTA's practice changed to return those funds to IDOT for CMAP's use. Mr. Pistick noted that CMAQ funds are flexed from FHWA to FTA as 5307 funds. Mr. Connelly added that in the past, when grants closed, unused funds were returned as part of carryover at the end of the year. Mr. Carmitchel and Mr. Donovan confirmed Mr. Patronskey's explanation and noted that the intent is for the take back to occur going forward; balances from grants closed in the past would not be sought.

5.0 Project Changes

Ms. Dobbs reported that ten projects have submitted scope and/or cost change requests for committee consideration and four administrative modifications were completed. She pointed out that at the top of the change memo there are two tables summarizing the impacts of the requested cost changes on the fiscal constraint of the TIP. The first table shows that approving all changes would result in a balance of negative \$12 million, which is not something that we can do. The second table summarizes the staff recommendation, which includes not approving one request, and tabling to the next committee meeting approval of two others targeting the April state letting. Tabling the two requests gives

staff time to work with sponsors to reduce the programming commitments in FFY15 in the TIP. For example, she noted that the January letting includes some large projects, most notably the DuPage Co. sponsored Elgin O'Hare related project for \$34 million. Based on the final engineer's estimate, only \$29.4 million was authorized by FHWA, a difference of \$4.6 million. If the bids come in close to the authorized amount, there is an opportunity to withdraw the remainder between the programmed amount and the low bid amount. Staff would apply the remainder in line with the procedure adopted in April 2012 leaving an extra 5% above the low bid programmed as a contingency, unless the County wanted to volunteer to release the entire difference.

5.1 McHenry County DOT – Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect (TIP ID 11-03-0018)

Ms. Dobbs described the sponsor's request for a scope change from a Continuous Flow Intersection (CFI) to a conventional intersection. Mr. Dittrich added that the County spent local funds to re-evaluate the preferred alternative and determined that a conventional intersection design provides similar operational benefits to the original CFI design for similar costs and is preferred by the surrounding property owners and communities. He added that regardless of the design the same problem is being addressed at the same location. Mr. Snyder made a motion, seconded by Mr. Privett, to approve the requested scope change. The motion carried.

5.2 Skokie – Skokie Valley Trail from Oakton St. to Village Limits (TIP ID 02-12-0002)

Ms. Dobbs described the sponsor's request for a cost increase of \$67,000 federal (\$110,000 total) for construction/CE in FFY 2014. In response to a question from Mr. Snyder, she stated that the staff re-ranking does not include adjusting the costs of all projects to current year dollars. Mr. Privett added that he recalls there being a large pool of bicycle facilities projects during the 2012 cycle and requested the number of projects be added to future memos. Mr. Privett made a motion, seconded by Mr. Pitstick, to approve the requested cost increase. The motion carried.

5.3 Chicago Heights - Old Plank Road Trail Extension from Western to Euclid (TIP ID 07-01-0004)

Ms. Dobbs described the sponsor's request for a cost increase of \$439,000 federal (\$548,000 total) for construction/CE and in FFY 2015. President Rodeghier made a motion, seconded by Mr. Privett, to approve the requested cost increase. The motion carried.

5.4 Aurora - Station Blvd. Extension to IL 59 Commuter Parking Lot (TIP ID 09-14-0002)

Ms. Dobbs described the sponsor's request for a scope change and cost change of \$1,481,000 federal (\$1,635,000 total) for the construction phase, which is programmed in FFY 2015 and is targeting the April 2015 state letting. She stated that staff recommends tabling approval of the request to the next committee meeting due to fiscal constraint in the TIP at this time. Mr. Patronsky confirmed Mr. Connelly's statement that this project was the only commuter parking project selected in the

2014-18 programming cycle. Mr. Snyder made a motion, seconded by Mr. Rogers, to table consideration of the requested scope and cost changes. The motion carried.

5.5 IEPA – Norfolk Southern (TIP ID 13-10-0005)

Ms. Dobbs described the sponsor's request for a cost increase in the amount of \$3,400,000 federal (\$5,230,000 total) in FFY 2014. In response to a question from Mr. Pitstick, Mr. Patronskey explained that due to the timing of the last project selection cycle and the project agreement execution, the sponsor's application for funding for twelve additional locomotives was processed as a cost change. Mr. Smith from Norfolk Southern described the reasons for the cost change. He announced that the first locomotive will be delivered in January 2015, and reviewed the schedule for delivery of additional locomotives. In response to questions from Mr. Pitstick, Mr. Rogers and Mr. Smith clarified that the locomotives are Tier III line-haul locomotives that provide 40% higher reduction of PM_{2.5} emissions over Tier II switchers and will remain in the Chicago region for a minimum of ten years. In response to a question from Mr. Connelly, Mr. Patronskey confirmed that this project will help the region meet the MAP-21 requirement for 25% of CMAQ funds to be spent on direct reduction of PM_{2.5} emissions. Mr. Rogers made a motion, seconded by Mr. Pitstick, to approve the requested cost increase. The motion carried.

5.6 McHenry County – Miller Rd. (TIP ID 11-06-0032)

Ms. Dobbs described the sponsor's request for a cost increase in the amount of \$9,746,000 federal (\$10,888,000 total) for construction in FFY 2015. She stated that staff does not recommend approval of the request due to fiscal constraint and progress made shrinking the region's unobligated balance. Mr. Snyder stated that McHenry County supports the staff recommendation and noted that the project is moving forward on the January state letting using local funds. He thanked McHenry County for their willingness to help the region address the unobligated balance. Mr. Snyder made a motion, seconded by Mr. Pitstick to approve the staff recommendation. The motion carried.

5.7 CDOT – Union Station Transportation Center (TIP ID 01-09-0004)

Ms. Dobbs described the sponsor's request for a cost increase in the amount of \$3,400,000 federal (\$4,250,000 total) for ROW in FFY 2015. In response to a question from Mr. Pitstick, Mr. Privett stated that once the ROW is cleared, construction can begin. Mr. Schmidt made a motion, seconded by Mr. Rogers, to approve the requested cost increase. The motion carried.

5.8 IDOT – IL 59/Sutton Rd at Stearns Rd (TIP ID 03-12-0004)

Ms. Dobbs described the sponsor's request for a cost increase of \$1,392,000 federal (\$1,740,000 total) for ROW in FFY 2015 and \$1,040,000 federal (\$1,300,000 total) for construction/CE in FFY 2016 and scope change to dual left turn lanes on all legs and right turn lanes on the east, west, and north legs. Mr. Snyder made a motion, seconded by President Rodeghier, to approve the requested cost increase. The motion carried.

5.9 IDOT – IL 59 at W. Bartlett Rd (TIP ID 03-12-0002)

Ms. Dobbs described the sponsor's request for a cost increase of \$320,000 federal (\$400,000 total) for construction/CE in FFY 2015. She stated construction funds are currently deferred and the project is targeting the April 2015 state letting and therefore staff recommends tabling approval of the request to the next committee meeting due to fiscal constraint in the TIP at this time. Mr. Pitstick made a motion, seconded by Mr. Privett, to table consideration of the request. The motion carried.

5.10 Metra – Installation of GenSets on Two Metra Switch Engines (TIP ID 13-10-0007)

Ms. Dobbs described the sponsor's request for a scope change to procure two Tier III repowered switch engine locomotives instead of retrofitting with GenSets due to the age of the existing locomotives and recommendations from several vendors. Mr. Snyder asked if, given the request approved earlier for the IEPA project, a cost increase in the future is likely. Mr. Weaver stated that if costs increase, Metra would not seek additional CMAQ funds. Mr. Rogers made a motion, seconded by Mr. Schmidt, to approve the requested scope change. The motion carried.

5.11 Administrative Modifications

Ms. Dobbs reported that staff completed four administrative modifications, as described in the CMAQ Project Change Requests memo.

6.0 FFY 2016-2020 CMAQ/FFY 2015-2016 TAP Application Booklet

Mr. Elam stated that a call for projects is planned for release in January 2015, with applications due in March. There will be one application for both CMAQ and TAP funds. He stated that members were sent the draft application booklet on December first, and were provided a review of changes including a definition of hardship for Phase 1 funding consideration, adjustments to the scoring scale for transit asset condition and the removal of points for the "design" criteria under transit supportive land use, the addition of access management as a criterion for highways and tightening of language related to events.

Mr. Pitstick thanked staff for working with members to refine the booklet and scoring procedures. He stated that the goal should be to not build in any geographic or mode bias in the program development. He stated that there has been a lot of work to understand the subtleties while not making the scoring too complex. He stated staff's adjustments regarding existing verses new facilities is good, but there may be potential issues related to bus stop locations which are grass verses those which have an adequate shelter. He stated the RTA is working with many communities on pedestrian friendly designs so that they are not penalized for being "not quite there" yet. He stated CTA measures on-time performance differently than Pace and Metra. Mr. Connelly stated the scoring is fine, despite the differences. Mr. Privett suggested that if the scoring turns out not to be okay, quartiles could be used. Mr. Pitstick stated he appreciates the flexibility to work with staff to fine tune scoring if needed.

In response to a question from Mr. Privett, Mr. Elam stated that the RTA asset database provides a standard source for condition ratings. Mr. Connelly added that although CTA data is not included in RTAMS, their condition ratings follow national standards and those can be provided. Mr. Privett stated staff and the committee should continue to evaluate the scoring procedures over time so that they remain meaningful and useful.

Mr. Privett expressed concern that application due dates fell on holidays observed by the city of Chicago. Mr. Rickert stated that mayors have been asking for a definition of hardship and that the one provided is appreciated. He stated that the use of the CMP network may be beneficial to the state and counties, but may discourage municipalities from participating in the program.

Mr. Rickert stated the Kane/Kendall Council of Mayors held a meeting to review the draft application booklet with members; about half of the 36 member municipalities attended. They expressed concern about phase 2 engineering for signal interconnects not being eligible for CMAQ funding. Mr. Patronsky noted that this policy was included in the last call for projects. Mr. Rickert stated that municipalities were concerned about the policy then and now and many did not apply for projects in the last call.

Mr. Rickert noted a typo in the date of ROW certification on page 17 and expressed concern that 90 to 100% of projects won't be able to meet the milestones. Mr. Elam stated that staff used the outer limits of the estimated time to complete phases in the federal-aid flow chart and noted that with the current TAP program, there have not been too many issues with meeting milestones that would be cause for removal from the program. Mr. Rickert stated the flow chart hasn't been revised in a number of years and was likely more accurate 10-15 years ago. Mr. Privett added that the largest hold-up for completing projects is the ROW phase and suggested that if projects are held up, only construction funds should be withdrawn until ROW is cleared providing incremental actions rather than wholesale removal from the program.

In response to a question from Mr. Snyder, Mr. Elam stated that completed phase 1 engineering is a requirement for receiving either CMAQ or TAP funding. Mr. Snyder suggested adopting management policies for TAP that are similar to CMAQ. Mr. Elam stated that because it is a smaller program, TAP is managed through quarterly updates to the Transportation Committee. He noted that staff is trying to get TAP on the same cycle with CMAQ but noted that, with the uncertainty of continuation of this new program, staff is hesitant to program beyond two years and does not want to fill a program just to fill it. Mr. Privett noted one benefit of a three year program is that phase 2 engineering can be programmed in year 1, with construction in year 3.

Mr. Snyder noted that even the counties have some concerns about the use of the CMP network rather than ADT values and the hope is that projects not on the CMP will score well in other categories. He stated that an evaluation of how the scoring works should be completed.

Mr. Snyder noted a discrepancy between the schedule in the draft application book and the meeting calendar later on the agenda. Mr. Elam stated that the application booklet will be changed to correspond with the meeting calendar.

Mr. Rickert stated that the inclusion of the Bicycle and Pedestrian Task Force in the TAP project selection process is good and that the removal of cost increases from the TAP program will improve transparency.

In response to questions from Mr. Privett and Mr. Snyder, Mr. Ferguson noted that in the past a meeting was held to release the rankings, with no action taken and that the proposed schedule excludes this extra meeting. The rankings will be ready for the focus groups in May, prior to the proposed June meeting of the PSC. Mr. Patronskey noted that the Transportation Committee is meeting in early July. In response to a question from Mr. Privett, Mr. Ferguson stated that public comment would open after the July meeting of the Transportation Committee. Mr. Privett stated that this timing means that in June the PSC would be expected to make a recommendation to the Transportation Committee. Mr. Rogers stated that June would then be the time for sponsors to present projects to the committee. Mr. Ferguson stated that staff discourages sponsor presentations and that those could be made during the public comment period. Mr. Snyder asked for confirmation that rankings will be available in May, the focus groups will make recommendations for PSC consideration in June, the PSC will be asked to make a recommendation at the June meeting for Transportation Committee consideration in July, and that there will be time for adjustments to the proposed program during public comment. Mr. Ferguson confirmed.

7.0 2015 CMAQ Meeting Schedule

Mr. Patronskey stated that the proposed 2015 meeting schedule was included in the agenda. The schedule also included, for information, the due dates for change requests for each proposed meeting. Mr. Schmidt asked if it is okay to have fewer meetings relative to both the state letting schedule and application rankings. Mr. Snyder stated that the committee can schedule additional meetings at any time if needed. Ms. Dobbs responded that based on the state letting schedule, changes affecting projects targeting both the June and July 2015 lettings will be considered at the March committee meeting. All other meetings correspond to a single state letting. The full Transportation Meetings and Deadlines calendar will include the committee meetings, due dates and lettings, along with TIP change deadlines and other committee meetings. Mr. Privett noted that the proposed September meeting is just prior to the Labor Day holiday.

Ms. Berry noted that recently there have been many project change requests received at the last minute or after the published deadline. She stated that the deadlines are hard and are set to allow staff the time to complete the evaluations and follow-up with sponsors. Mr. Snyder made a motion, seconded by Mr. Rogers, to approve the 2015 Project Selection Committee meeting schedule. The motion carried.

8.0 MAP-21

Mr. Donovan stated that the FFY 15 appropriation bill includes \$500 million for TIGER 7, which is \$100 million less than FFY 14. He stated that nationally, highway funding totals are identical; however Illinois will receive slightly less funding in FFY 15. The HSIP program includes performance measures for FFY 15. He stated there are no rescissions or across the board cuts and the ½ percentage cut proposed in September was eliminated. In response to a question from Mr. Weaver, he stated that he has not received any indication from his counterparts at FTA on when apportionments will be available.

9.0 Other Business

Mr. Patronskey noted that the US EPA announced a proposal to update the air quality standard for ground-level ozone from the current 75 ppb to 65-70 ppb. Designations based on the proposed standard would be issued in December of 2017, based on 2014-2016

data. In response to a question from Mr. Snyder, Mr. Patronskey stated that by law the standards are based on health impacts, not economic impacts and that CMAP does not have the scientific expertise to warrant commenting on the proposal. Mr. Donovan added that there are some proposed bills that would force the consideration of economic impacts, in addition to health impacts.

10.0 Public Comment

None.

11.0 Next Meeting

The committee's next meeting is scheduled for February 19, 2015 at 2:00 p.m.

12.0 Adjournment

On a motion by Mr. Rogers, and a second by Mr. Schmidt, the meeting adjourned at 3:30 p.m.